SCHOOL BUS ACCIDENT RECONSTRUCTION, LLC

The School Bus Collision Investigation Online Newsletter

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- Collision scene photogrammetry captures sufficient data to build a 3-D collision scene.
- Google Earth Pro Street Level provides valid roadway and intersection photography.
- No school bus videotape policy. FERPA misinterpretation, and FOIA
- Photodocumentation and the Haddon Matrix applied to school bus collisions

Effective School Bus Collision Exterior and Interior Photography

Effective school bus collision photography combines the collision scene overview, a detailed visual record of roadway, intersection or off-road environment, and an accurate analysis of exterior damage to all vehicles involved. The standard of excellence for successful exterior school bus collision photography is to represent the facts in such a way that few questions need to be asked and answered by anyone with an open mind viewing the photographic analysis of the collision.

No two school bus collisions are alike. All school bus collisions share the common laws of physics upon which the collision investigator can rely. Quality school bus accident reconstruction done by a representative of the plaintiff should contain the same conclusions as a separate reconstructionists conclusions done by a representative of the defense. All school bus collisions when properly investigated should produce the same conclusions done by both sides. All school bus collision accident reconstructions should be the same.

When collision scene photographic evidence is obtained 80% of the events prior to the collision should be clearly understood. Type I collisions between school buses and other vehicles, buses vs. off-road excursions, buses vs. roadway furniture, buses vs. pedestrians and other types of collisions have been effectively captured for all to view and to understand.

Type II collisions, or the occupant displacement of student passengers as the result of a Type I collisions are 90% captured by onboard videorecordings at least 10 second before the collision and for the duration of bus movement to the school bus point of rest.

Interior bus photography cannot be excelled by any means other than school buses equipped with videorecorders capturing visual and auditory data in a compelling fashion for any jury to understand—without words from either side. Why do so many attorneys for the plaintiff vigorously oppose the presentation of videorecorded evidence to the jury? Because 5 to 15 seconds of videotape evidence will make every juror understand the occupant displacements that occurred within the school bus.

Photogrammetry for the School Bus Collision Scene

Photogrammetry using 10 megabyte SLR digital cameras or image stabilized videocamera images can be analyzed using well-established technology to give a 3-D depiction of the collision scene. Still digital photographs from two different known perspectives are sufficient to be analyzed using photogrammetry. Video cellular phone sources, if of sufficient resolution can record the exterior collision scene using photogrammetry. Multiple datasources provide convergent documentation of the collision scene. GPS and laser distance handhelds, digital coefficient of friction instruments yield roadway or off-road surface skid mark accurate readings. Datasource analysis and 3-D animations are often ready in 60 minutes.